

CLASSIFICATION SECRETCOUNTRY East Germany REPORTTOPIC Gross Doella (Vietmannsdorf) Airfield

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EVALUATION  PLACE OBTAINED 

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DATE OF CONTE

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4 January 1955

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REFERENCES

PAGES 4 5 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

This is UNEVALUATED Information

1. During the period of observation from 10 October to 23 November 1954, concreting work was under way on the expansion strips on both sides of the 21-meter-wide and 40-cm-thick middle section of the connecting lane A/B at the airfield. Work was done on the eastern lane from south to north and subsequently on the western lane from north to south. The two strips were given a concrete cover 30 cm thick. By early November, the eastern strip had almost been completed and the western strip completed to about two-thirds of its length. The last one-third of this strip was concreted to as far as the cross-bar 165/130. <sup>1</sup>

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2. The excavation of marshy soil from the Vietmannsdorfer Plage had to be discontinued in early October 1954 because the dredger had sunk. Work was to be resumed upon arrival of a floating dredger. The marshy soil was required for the strip of grass of the runway. The northern side of this strip was entirely graded and the southern section was graded from the eastern end to as far as about 200 meters east of the Vietmannsdorf - Gross Doella road and from the western end to as far as the first connecting lane.

3. Earth was hauled to the northern and southern sides of the taxiway. A grass strip 40 to 50 meters wide to be established on the two sides. The trucks  were assigned to the Soviet fatigue detail employed there. <sup>2</sup>

25X1

4. It was learned that the following personnel had allegedly been arrested: Construction Superintendent Stolze (fnu) in Brandenburg on 4 November 1954; the technical draftsman Roach (fnu) and his wife while they were on a trip in Saxonia on 29 October; and in Hammelspring, some time ago, the former housekeeper of Karin hall. The latter had allegedly been in illicit possession of , Stolze who had succeeded  Superintendent Teutsch (fnu) had allegedly been  Roach from whom he repeatedly requested an extra drawing. <sup>3</sup>

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5. It was believed in early November 1954, that the target date fixed on 20 November would not be met although work was pushed ahead. The eastern side of the widened connecting lane A/B was completed except for the gap which was left open for the railroad line. Work was also completed on two strips of the western side except for the afore-mentioned gap and about half of the third strip.

25X1

SECRET

-2-

Maximum effort placed on this work. The concreting was to be completed by 30 November and the joints were to be filled by 20 December. <sup>1</sup>

6. Work was still under way on the E-W taxiway at the point where the railroad line crossed the taxiway. The railroad line and the construction sheds, except for a wooden tower, were being removed. Work on the taxiway was also to be completed by 30 November and cleaning work by 20 December. <sup>2</sup>
7. The hardstands near the Klein Doelln Settlement, except for the two westernmost hardstands, were completed. It was doubted whether work on the remaining 2 hardstands would be finished by 30 November according to schedule. <sup>1</sup>
8. Upon completion of the scheduled construction work, work was intended to be started on a 5.5-meter-wide and 15-cm-thick road leading from the cantonment to Gross Doelln. This road was to follow the course of the old road but it was to begin presumably between Jagen (forest sub-district) 94 and 95 and meet with the Gross Doelln - Doellinkrug road just east of Gross Doelln. Another road dump, was also scheduled to be built from the dispersal areas near Klein Doelln toward Kurtschlag. <sup>4</sup>
9. In early November 1954, many Soviet officers either individually or in small groups were seen in the camp and on the construction site. The officers wore golden-bordered light blue epaulets. Contrary to previous observations, the German employees had no contact with the Soviet officers during their off-duty hours. <sup>5</sup>
10. The following buildings in the cantonment had to be vacated by 20 November: 1 brick building, the building housing the HO shop and cooperative store and a large portion of the barracks. It was rumored that these buildings would be occupied by air force units. It could not be determined into which building the construction staff was to move. <sup>6</sup>
11. No information was obtained on preparatory measures for the winter months. Machines or tools required for the removal of snow had not yet arrived.
12. The following personnel were arrested by the SSD:
  - a. Stolze (fnu), construction superintendent of the Brandenburg office
  - b. Eberhard Roach, norms engineer, [redacted] his office was inspected by SSD officials 25X1
  - c. Kaethe Eckert, technical draftsman, [redacted] 25X1
  - d. Semler (fnu), engine driver, arrested on 12 November
  - e. An additional 7 unidentified persons, allegedly arrested on 13 November. <sup>3</sup>
13. In November, workers and machines were to be transferred from Gross Doelln to Querfurt and Zeitz. Concreting work was to be completed by late November 1954. Masons were hired for work on the buildings which was to start during the winter. The construction staff ceased pushing the work ahead and stopped work on Sundays. A sum of 25 million eastmarks was allegedly required for the 1955 construction program, including work on new buildings in the housing area which was to start in the winter months, grading and cleaning work, and clearing levelling work on the last piece of wood on the landing field. Around 6 November, 2 barracks were torn down and made ready for dispatch to Querfurt and Zeitz. <sup>7</sup>
14. On 28 October, a commission including 1 general and 4 officers arrived in 2 model BMW sedans [redacted] and inspected construction work at the field. The general wore dark blue trousers with wide wide pipings, a cap with a golden border, and golden epaulets with a star. One of the officers was Major Churbanov (fnu) who was known at the construction site. 25X1

SECRET

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SECRET

-3-

Another commission consisting of 1 general and several officers arrived at the site on the morning of 3 November. <sup>5</sup>

15. The spurtrack to the storage facilities was to be dismantled after 10 November. Before dismantling work was started, much material was transported to the storage facilities. ~~use~~, after dismantling work was to be completed on the taxiway, ~~dismantled~~ rails were subsequently to be laid in a concrete bedding ~~and~~ the fuel dump. The spur track branching off from Vogelsang railroad station crossed the connecting lane A/B 480 meters south of the taxiway. So far only wooden rail ties have been laid on the road bed.
16. The three headquarters buildings along the concrete road were renovated and painted. The building previously occupied by the HO and cooperative stores was to be vacated and the two stores were to move into a newly built barracks south of the headquarters building. A clearing 15 meters square was cut into the wood at the eastern end of the concrete road opposite the headquarters building. Bricks required for undetermined work were piled up next to the clearing. <sup>9</sup>

17. The eastern section of the widened connecting lane A/B was concreted except for 3 slabs at the intersection of the railroad line. On the western section of the lane, concreting work was started on 3 rows of concrete slabs. The dimensions of the concrete slabs on the entire lane were again determined. The middle section of the lane consisted of 3 rows of slabs each 7 meters wide. Each of the two side strips consisted of 1 row of slabs 6.05 meters wide, 1 row 7.4 meters wide and 1 outer row 6.05 meters wide.

18.  a sketch of the taxiways leading to the dispersal areas near the Klein Doelln Settlement. The dimensions and angles of these taxiways were determined by measuring and counting the individual concrete slabs which were 7 meters square. There were 3 rows of slabs resulting in a total of 21 meters. The obtuse angle in the northern section of the western connecting lane is equal to the angle in the eastern section but is not entered on the sketch. <sup>1</sup>

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19. Concreting work on the connecting lanes and hardstands progressed well because the weather was favorable. If work during the day and night shifts continued at the previous speed, it was believed that concreting work in the southwestern section of the construction site would be completed by late November. After 22 November, concreting work had to be discontinued of frost and only cleaning work and the tearing down of barracks were being done. Since only half of a hardstand remained to be concreted after 20 November, the fixed target date was actually kept but the promised bonus was not paid allegedly because of too many defective spots on the concreted areas. It could not be determined whether this reason was given by the Soviet or the German construction staff. The disappointed workers were very perturbed but no riots occurred.

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20.

There is enough work remaining at Gross Doelln airfield to last until 1956. A sum of 15 million eastmarks was allotted for the 1955 program at the field. The work force was to be reduced from 1,200 to 500 men. Eight buildings for an undetermined utilization were to be constructed south of the taxiway by the Potsdam Bauunion. But before they could starting work in Gross Doelln, ~~they~~ had to complete the buildings in Vogelsang. The following work was also scheduled to be done at Gross Doelln airfield:

- a. Removal of the tracks leading to the cement sheds and completion of the taxiway at the intersection of the track and the Vietmannsdorf - Gross Doelln road. Before this work started, the cement sheds were filled with cement and chippings.
- b. Improvement work on the Gross Doelln - Vietmannsdorf road to as far as the airfield. This road was to be provided with a 5.5-meter-wide concrete cover and asphalted edges and was intended to be used as main approach

SECRET

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SECRET

-4-

road to the field.

- c. Removal of all construction sheds and other auxiliary installations, except for the cement sheds, on the terrain located between the runway and taxiway. 10

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The two airfields would be constructed along the [redacted] lines as Gross Doelln airfield; Querfurt installation would be [redacted] field; a 20-cm runway, like the one in Tutow, was to be [redacted] at Querfurt airfield; Falkenberg airfield was intended to be provided with a concrete runway; only enlargement work was to be done on this field. [redacted]

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1. [redacted] Comment. It is believed that concreting work on the connecting lane A/B and on the hardstands near the Klein Doelln Settlement has been completed. For sketch of hardstands along the connecting lane, see Annex.

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3. [redacted] Comment. [redacted] sons, chief construction superintendent Stolz [redacted]

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4. [redacted] Comment. [redacted]

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UNCODED [redacted] The road to the ammunition dump is urgently required.

5. [redacted] Comment. The teams consisted of field grade officers who, unlike the technical officers, have no contact with Germans. Major Churbanov is the representative at Gross Doelln airfield of the Soviet construction staff in Werder. The two sedans were previously reported as trucks from Doeberitz.

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6. [redacted] Comment. It is not known whether air force units transferred to Gross Doelln.

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7. [redacted] Comment. The statements on the allotted funds for the 1955 construction program at Gross Doelln airfield differ greatly. The information on the construction of buildings is believed to be corrected, the shipment of material and personnel to Querfurt was reported previously. A railroad line is under construction near Deubenprofen, [redacted] [redacted].

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9. [redacted] Comment. The concrete road extends through Jagen 106 and 161. The purpose of the clearing is not known.

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10. [redacted] Comment. The pin-point location and number of the buildings have not been determined. The works mentioned in paragraphs 20 a and 20 c were reported previously. The road mentioned in paragraph 20 b is to be newly established [redacted]

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11. [redacted] Comment. According to available information, a 2,200-meter runway is to be constructed in Querfurt; a taxiway is presumably to be built [redacted] airfield near Falkenberg and a 15-cm concrete cover is to be laid on the runway there.

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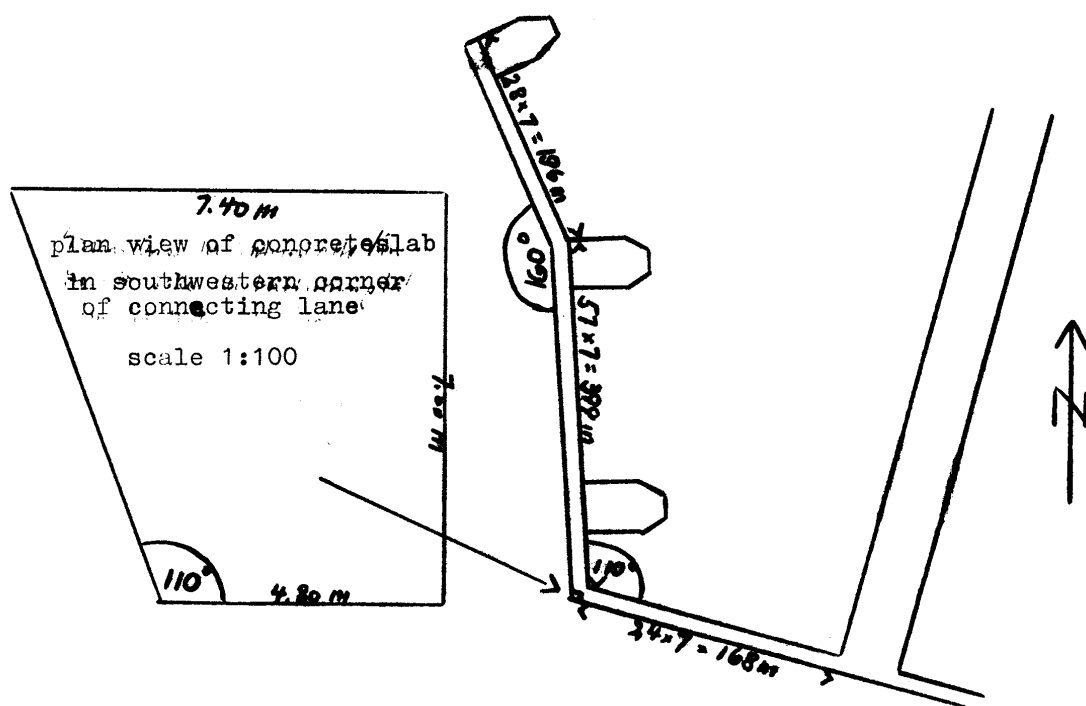
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- 5 -

Annex

Hardstands Along Connecting Lane at Vietmannsdorf Airfield

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